BORDER INFRASTRUCTURE FUND AGREEMENT

CANADA – SASKATCHEWAN AGREEMENT ON THE NORTH PORTAL BORDER PROJECT

Canada Saskatchewan Estevan

Improving Canada's Borders Together

Ensemble, améliorons les frontières canadiennes

PREPARED BY
SASKATCHEWAN
MINISTRY OF HIGHWAYS & INFRASTRUCTURE

2009-10
ANNUAL REPORT

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1. Introduction

Canada and Saskatchewan signed the Canada – Saskatchewan Agreement on the Saskatchewan North Portal Border Project (Canada – Saskatchewan BIF Agreement) portion of the Border Infrastructure Fund (BIF) on May 11, 2005. As required in Schedule C.3 of the Canada – Saskatchewan BIF agreement this is the fifth annual report which covers the activities from April 1, 2009 to March 31, 2010. The Canada – Saskatchewan BIF Agreement has been extended by one year and expires at the end of the 2009-10 fiscal year.

The development and maintenance of basic border infrastructure is a key component in sustaining and expanding Canada's economic and trade relationship with the United States. Canada must have the capacity to move people and goods safely and efficiently across the border and throughout the province.

Saskatchewan's economy is dependent on the export of goods and services. Modern transportation infrastructure and logistics services are essential to support trade and growth.[1] Saskatchewan's current transportation system supports a wide range of economic activities. These include agriculture and food processing, manufacturing, mining, tourism, and a multitude of service industries.

Saskatchewan's economic strategy[2] contains a commitment to invest in key transportation infrastructure; specifically, infrastructure that promotes safety, encourages tourism, promotes economic growth, and improves highway links between major centres and the world marketplace. The rehabilitation of various components of Highway 39 proposed through the BIF agreement supports this strategy.

Meeting Saskatchewan's current and future economic and trade development needs requires continued preservation and enhancement of the transportation infrastructure. Saskatchewan faces some tremendous challenges as the economy competes in the global marketplace. Modern logistical techniques, such as 'just–in-time' deliveries, are keys to being competitive. Associated with these trends is a shift between the relative importance of the two prevailing modes of transportation in Saskatchewan; rail and truck. Rail continues to decline in importance due in part to a decrease in availability, and increases in freight rates. The shift from rail to road is also directly related to changes in the economy, and the movement towards more high-value, processed goods which require timely and accessible truck service. Failure to provide an efficient transportation infrastructure across the Canada – United States border will hamper the competitiveness of many businesses as well as damage our trade relationships with the United States.

The BIF plan is based on four pillars: (i) the secure flow of people, (ii) the secure flow of goods, (iii) secure infrastructure, and (iv) information-sharing and co-ordination in the enforcement of these objectives.[3] The BIF program is designed to increase the efficiency and functionality of the transportation system in the vicinity of Highway 39 leading to the North Portal – Portal and Canada – United States international Gateway.[4]

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[1] Transportation Trade Corridors – Saskatchewan Highways and Transportation, January 2002
[2] Partnership for Prosperity – Saskatchewan Economic and Co-operative Development, 2001
[3] Border Infrastructure Fund – Infrastructure Canada, 2005
[4] Canada – Saskatchewan Agreement on the Saskatchewan North Portal Border Project (2005), Section 2.2

2. General Overview of Results

Saskatchewan's BIF projects are primarily resurfacing projects which include minor improvements such as roadway widening and the installation of rumble strips and are expected to improve safety and reduce congestion along the border. These projects will expand on improvements completed at North Portal in 1999.[5] The average border wait time has already been decreased by four minutes due to a new driver enrolment centre, a new truck inspection parking lot, and the implementation of expedited customs clearance programs.[6]

In total, over 60 km of Highway 39 have been rehabilitated under the BIF agreement. A rehabilitation program of this size has a large impact on public perception and safety, as well as effectively reducing user costs for travellers accessing North Portal.[7]

Four resurfacing projects have been completed under the Canada-Saskatchewan BIF agreement since 2003. These four projects were undertaken on Highway 39; one from the U.S. Border to Roche Percee, the second from Roche Percee to Estevan, the third from Macoun to Midale and the fourth through the City of Estevan.

Project component 2.0 of the BIF program includes the strengthening of the CPR and Luscar Coal Haul Overpasses on Highway 39. Construction on these overpasses began in May 2008 and they were completed October 1, 2009.

Highway 39 is part of the National Highway System (NHS) in Saskatchewan. It is located in the southeast corner of the province running from the U.S. border northwest towards Regina and Moose Jaw as shown in Figure 1 (p. 3). This highway provides direct access to U.S. markets and helps control the functionality and capacity of our shared border.

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[5] North Portal/Portal Border Crossing Study: Report on 1998 and 1999 Commercial Traffic Trends. Saskatchewan Highways and Transportation

[6] North Portal Program Proposal - Border Infrastructure Fund (2005) p.9 Saskatchewan Highways and Transportation

[7] North Portal Program Proposal - Border Infrastructure Fund (2005) p.9 Saskatchewan Highways and Transportation

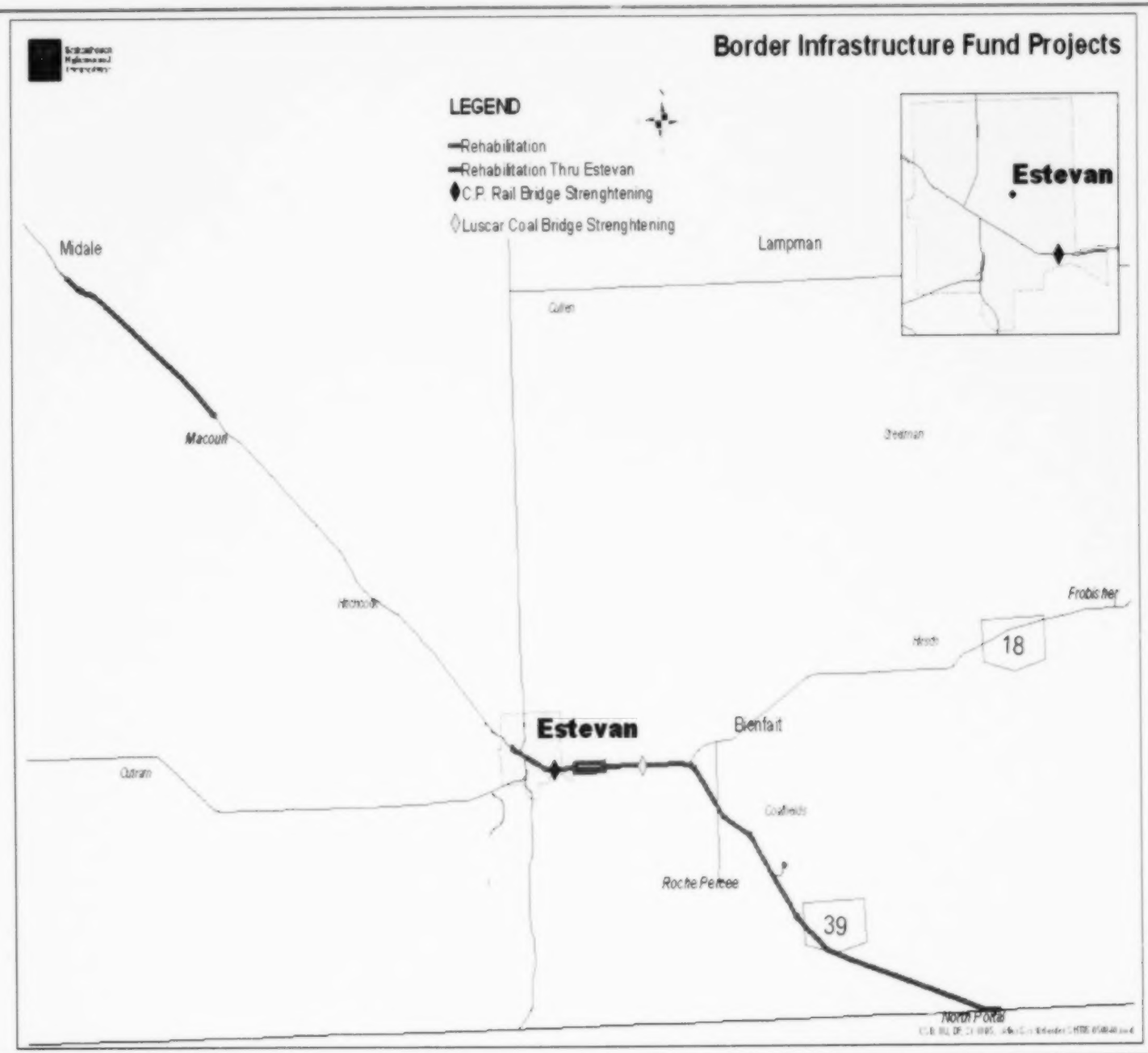


Figure 1: Border Infrastructure Fund Projects

3. Official Management Committee Meetings

The composition of the Management Committee has changed since its inception due to staff reassignments and turnovers, and currently consists of:

- James Clarkin, Federal Co-chair, Transport Canada, Manager, Highways and Borders
- Mohammad Tayyaran, Transport Canada, Project Manager
- David Stearns, Provincial Co-chair, Ministry of Highways and Infrastructure, Preservation Engineer
- Jennifer Ehrmantraut, Ministry of Highways and Infrastructure, Acting Director of Corporate Support
- Jay Heuchert, Ministry of Highways and Infrastructure, External Program Administrator

The Management Committee for the Canada – Saskatchewan BIF agreement conducted two meetings during the 2009-10 fiscal year. The first meeting was held in Regina on November 2, 2009 and the second meeting was held by teleconference on February 16, 2010.

Discussion of administrative details, project updates and program wrap-up took place at these meetings. The agendas and minutes of the Management Committee meetings are attached in Appendix A.

4. Schedule B Revisions

Schedule B of the Canada – Saskatchewan BIF Agreement outlines the projects that are to be undertaken through the agreement. The Original Schedule B, May 11, 2005 was approved by John Godfrey Minister of State (Infrastructure and Communities), Maynard Sonntag Minister of Saskatchewan Highways and Infrastructure, and Jean-C Lapierre Minister of Transport. There have been eight subsequent revisions to Schedule B approved by the Management Committee. Table 1 below provides a brief summary of the Schedule B revisions. Schedule B, Revisions 7 & 8 are attached in Appendix B.

Table 1: Canada - Saskatchewan BIF Agreement Schedule B Revisions

Revision	Revision Date	Reason for Change	Approved By
	May 11, 2005	Original	Approved by Ministers as part of the Agreement
1	March 23, 2006	Cash flow adjustments for project 1.0 and 1.1 and the addition of project 1.2	Approved by Management Committee
2	March 31, 2006	Minor format change, merged columns.	Approved by Management Committee
3	March 16, 2007	Resubmitted to update HCoMS to current fiscal year.	Approved by Management Committee
4	January 25, 2008	Cash flow adjustments for projects 1.1, 1.2, 2.1, 3.1, 4.1, 5.1 and the addition of projects 1.3	Approved by Management Committee
5	July 21. 2008	Cash flow adjustments for projects 2.1, and 3.1	Approved by Management Committee
6	March 24, 2009	Cash flow adjustments for projects 2.1, 3.1 and 4.1	Approved by Management Committee
7	December 31, 2009	Added project 5.0 Evaluation and the corresponding cash flow for 2009-10	Approved by Management Committee
8	March 19, 2010	Cashflow adjustment to projects 2.1, 4.1 & 5.0	Approved by Management Committee

5. Project Updates and Expected Results

Project 1.1 – Highway 39: Rehabilitation from North Portal to Roche Percee

Project 1.1 consists of resurfacing 18.25 km of Highway 39 from the U.S. Border to Roche Percee.

Project Status

The resurfacing between North Portal and Roche Percee began on January 20, 2004 and was completed on September 29, 2004. The affidavit for this project was submitted on March 29, 2006. High iron content in the aggregate resulted in "pitting" across the surface. A flush was applied to the road to fill the surface voids and act as a binding agent to prevent future "pitting". The cost to flush the project was minimal and highly successful.

Completed Highway at North Portal

Table 2 below shows the contract authorization information for the resurfacing from the U.S. border to Roche Percee.

Table 2: U.S. Border to Roche Percee – Contract Authorization

Contract Authorization	Start Date	Completion Date	Estimated Project Cost	Material Supplied/Work Completed by Saskatchewan	Contractor
PH037111	January 20, 2004	September 29, 2004	$2,678,700	Construction of Surfacing Structure	ASL Paving Limited

Environmental Issues

Given that the project is primarily on existing roadways, little or no impact should occur to wildlife, native species, or heritage resources, particularly since the lands are already chronically disturbed[8]. As a result the project has received Transport Canada exemption from a full environmental assessment.

Financial Summary

A financial summary for the Highway 39 resurfacing project is outlined in Table 3 (p. 6). Figure 2 (p. 6) illustrates the shareable cost of this project compared to the remaining shareable BIF costs. Project costs and forecasted expenditures are based on Schedule B Revision 8 (Appendix B), and actual claims are based on the Detailed Expenditures in Table 17 (p. 17).

[8] North Portal Program Proposal - Border Infrastructure Fund (2003), p. 15, Saskatchewan Highways and Transportation.

Table 3: U.S. Border to Roche Percee - Schedule B Summary

Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Total Actual Expenditures to March 31, 2009	2009-10 Forecasted Expenditures	2009-10 Actual Claims	2010-11 Forecasted Expenditures
		Federal	Provincial				
$2,678,700	$2,110,129	$1,055,065	$1,055,064	$2,110,129	$0	$0	$0

Figure 2: U.S. Border to Roche Percee BIF Costs

Project 1.2 – Highway 39: Rehabilitation from Roche Percee to Estevan

Project 1.2 consists of resurfacing 20.43 km of Highway 39 from Roche Percee to Estevan.

Project Status

The resurfacing from Roche Percee began on March 1, 2005 and was completed on July 12, 2005. The affidavit for this project was submitted on March 29th, 2006. Major failures occurred on the east bound lanes of the divided section south of Estevan due to a saturated subgrade. The subgrade was stabilized with the installation of a geotextile fabric which will assist in strengthening the subgrade and reduce the effects of increased dynamic loading.

Bienfait Intersection

Table 4 below shows the contract authorization information for the resurfacing from Roche Percee to Estevan.

Table 4: Roche Percee to Estevan – Contract Authorization

Contract Authorization	Start Date	Completion Date	Estimated Project Cost	Material Supplied/Work Completed by Saskatchewan	Contractor
PH037112	March 1, 2005	July 12, 2005	$2,410,100	Construction of Surfacing Structure	ASL Paving Limited

Environmental Issues

Given that the project is primarily on existing roadways, little or no impact should occur to wildlife, native species, or heritage resources, particularly since the lands are already chronically disturbed.[9] As a result the project has received Transport Canada exemption from a full environmental assessment.

Financial Summary

A financial summary for the Highway 39 resurfacing project is outlined in Table 5 below. Figure 3 illustrates the shareable cost of this project compared to the remaining shareable BIF costs. Project costs and forecasted expenditures are based on Schedule B Revision 8 (Appendix B), and actual claims are based on the Detailed Expenditures in Table 17 (p. 17).

Table 5: Roche Percee to Estevan - Schedule B Summary

Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Total Actual Expenditures to March 31, 2009	2009-10 Forecasted Expenditures	2009-10 Actual Claims	2010-11 Forecasted Expenditures
		Federal	Provincial				
$2,410,100	$1,845,907	$922,954	$922,953	$1,845,907	$0	$0	$0

Figure 3: Roche Percee to Estevan BIF Costs

[9] North Portal Program Proposal - Border Infrastructure Fund (2003), p. 15, Saskatchewan Highways and Transportation.

Project 1.3 – Highway 39: Upgrade to Estevan Weigh Scale Site

Project 1.3 consists of the installation of computer software, digital display boards, and Norac weigh software used for the capture and sharing of data to monitor commercial vehicles crossing the border.

Project Status

The installation of new Norac computer software along with two new electronic display boards was completed in fiscal 2005-2006. This project is now complete and no further costs will be charged to this project.

Estevan Scale Site

Table 6 below shows the contract authorization information for the upgrades to the Estevan Scale Site on Highway 39.

Table 6: Upgrade to Estevan Scale Site – Contract Authorization

Contract Authorization	Start Date	Completion Date	Estimated Project Cost	Material Supplied/Work Completed by Saskatchewan	Contractor
N/A	March 1, 2005	March 31, 2007	$37,200	Upgrade To Estevan Scale and software	Norac Systems International Inc.

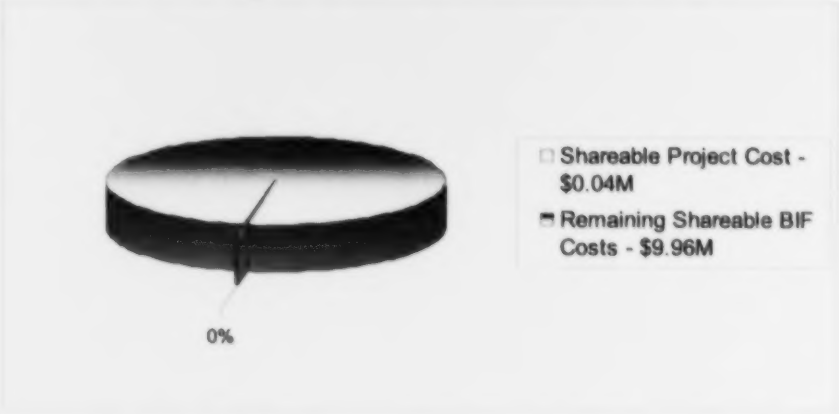
Financial Summary

A financial summary for the Upgrade to the Estevan Scale Site project is outlined in Table 7 below. Figure 4 (p. 9) illustrates the shareable cost of this project compared to the remaining shareable BIF costs. Project costs and forecasted expenditures are based on Schedule B Revision 8 (Appendix B), and actual claims are based on the Detailed Expenditures in Table 17 (p. 17).

Table 7: Upgrade to Estevan Scale Site - Schedule B Summary

Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Total Actual Expenditures to March 31, 2009	2009-10 Forecasted Expenditures	2009-10 Actual Claims	2010-11 Forecasted Expenditures
		Federal	Provincial				
$37,200	$37,200	$18,600	$18,600	$37,200	$0	$0	$0

Figure 4: Upgrade to the Estevan Scale Site BIF Costs



Project 2.1 – Highway 39: Strengthening of Highway 39 CPR and Luscar Coal Haul Overpasses

Project 2.1 consists of rehabilitating the CPR and Luscar Coal Haul Overpasses on Highway 39.

Project Status

The rehabilitation project of the CPR Overpass was awarded to Westridge Construction Ltd., who began work on May 28, 2008. The Luscar Coal Haul Overpass project consisted of four small contracts with Saskcon Repair Services, Souris Valley Paving, Fynn Waterproofing and Wallace Construction Specialties. The project start date was May 5, 2008. Both overpasses were completed October 1, 2009.

CPR Overpass

Table 8 below shows the contract authorization information for the overpass projects

Table 8: Overpass Strengthening – Contract Authorization

Contract Authorization	Start Date	Completion Date	Estimated Project Cost	Material Supplied/Work Completed by Saskatchewan	Contractor
622214 X02070221A0	April 1, 2007	October 1, 2009	$2,240,200	Strengthening of CPR and Luscar Coal Haul Overpasses on Highway 39	Westridge Construction Ltd, Various Contractors

Environmental Issues

Given that the project is primarily on existing roadways, little or no impact should occur to wildlife, native species, or heritage resources, particularly since the lands are already chronically disturbed.[10] As a result the project received Transport Canada exemption from a full environmental assessment.

Financial Summary

A financial summary for the overpass strengthening projects is outlined in Table 9 below. Figure 5 below illustrates the shareable cost of this project compared to the remaining shareable BIF costs. Project costs and forecasted expenditures are based on Schedule B Revision 8 (Appendix B), and actual claims are based on the Detailed Expenditures in Table 17 (p. 17).

Table 9: Overpass Strengthening – Schedule B Summary

Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Total Actual Expenditures to March 31, 2009	2009-10 Forecasted Expenditures	2009-10* Actual Claims	2010-11 Forecasted Expenditures
		Federal	Provincial				
$2,240,200	$2,129,543	$1,064,771	$1,064,772	$2,127,043	$2,500	$2,500	$0

* Saskatchewan reallocated $2,500 in funding to project 2.1 in 2009-10, and had incurred sufficient costs in 2008-09 to claim the contract balance of $2,500. However since the reports (financial audit and annual) were not completed by March 31, 2010, an accrual of $1,250 (federal share) has been set up by Transport Canada in the form of Payment-at-Year-End (PAYE) and being held back, to be paid out during 2010-11 when the program has concluded.

Figure 5: Overpass Strengthening BIF Costs

Project 3.1 – Highway 39: Rehabilitation between Macoun and Midale

Project 3.1 consists of resurfacing 12.87 km of Highway 39 between Macoun and Midale.

Project Status

The rehabilitation project between Macoun and Midale was awarded to Potzus Paving & Road Maintenance Ltd on December 28, 2006. Crushing for this project began on March 5, 2007, and was completed on May 3, 2007. Road work began on July 6, 2007 and the project was completed July 24, 2007.

[10] North Portal Program Proposal - Border Infrastructure Fund (2003), p. 15, Saskatchewan Highways and Transportation.

Table 10 below shows the contract authorization information for the resurfacing from Macoun to Midale

Table 10: Macoun to Midale – Contract Authorization

Contract Authorization	Start Date	Completion Date	Estimated Project Cost	Material Supplied/Work Completed by Saskatchewan	Contractor
PH047111	December 28, 2006	October 31, 2007	$3,210,800	Construction of Surfacing Structure	Potzus Paving & Road Mainteinance Ltd.

Environmental Issues

Given that the project is primarily on existing roadways, little or no impact should occur to wildlife, native species, or heritage resources, particularly since the lands are already chronically disturbed.[11] As a result the project received Transport Canada exemption from a full environmental assessment on December 4, 2006.

Financial Summary

A financial summary for the resurfacing project between Macoun and Midale is outlined in Table 11 below. Figure 6 below illustrates the shareable cost of this project compared to the remaining shareable BIF costs. Project costs and forecasted expenditures are based on Schedule B Revision 8 (Appendix B), and actual claims are based on the Detailed Expenditures in Table 17 (p.17).

Table 11: Macoun to Midale – Schedule B Summary

Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Total Actual Expenditures to March 31, 2009	2009-10 Forecasted Expenditures	2009-10 Actual Claims	2010-11 Forecasted Expenditures
		Federal	Provincial				
$3,210,800	$2,325,082	$1,162,541	$1,162,541	$2,325,082	$0	$0	$0

Figure 6: Macoun to Midale BIF Costs

[11] North Portal Program Proposal - Border Infrastructure Fund (2003), p. 15, Saskatchewan Highways and Transportation.

Project 4.1 – Highway 39: Rehabilitation through City of Estevan

Project 4.1 consists of resurfacing 2.80 km of Highway 39 through the City of Estevan between Kensington Avenue and 15th Avenue.

Project Status

The rehabilitation project through the City of Estevan was awarded to Souris Valley Paving Inc. on July 10, 2007. Roadwork for this project began on March 5, 2007, and was completed on July 16, 2008.

Resurfacing Highway 39 through Estevan

Table 12 below shows the contract authorization information for the resurfacing through the City of Estevan between Kensington Avenue and 15th Avenue.

Table 12: Rehabilitation Highway 39 through the City of Estevan – Contract Authorization

Contract Authorization	Start Date	Completion Date	Estimated Project Cost	Material Supplied/Work Completed by Saskatchewan	Contractor
City of Estevan (SPP057103)	July 10, 2007	March 31, 2009	$1,534,700	Rehabilitation of Highway 39 Connector Through the City of Estevan	Souris Valley Paving Inc.

Environmental Issues

Given that the project is primarily on existing roadways, little or no impact should occur to wildlife, native species, or heritage resources, particularly since the lands are already chronically disturbed.[12] As a result the project received Transport Canada exemption from a full environmental assessment on December 4, 2006.

Financial Summary

A financial summary for the resurfacing project through the City of Estevan is outlined in Table 13 (p.13). Figure 7 (p. 13) illustrates the shareable cost of this project compared to the remaining shareable BIF costs. Project costs and forecasted expenditures are based on Schedule B Revision 8 (Appendix B), and actual claims are based on the Detailed Expenditures in Table 17 (p. 17).

[12] North Portal Program Proposal - Border Infrastructure Fund (2003), p. 15, Saskatchewan Highways and Transportation.

Table 13: Resurfacing through the City of Estevan – Schedule B Summary

Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Total Actual Expenditures to March 31, 2009	2009-10 Forecasted Expenditures	2009-10 Actual Claims	2010-11 Forecasted Expenditures
		Federal	Provincial				
$1,534,700	$1,534,639	$767,319	$767,320	$1,534,639	$0	$0	$0

Figure 7: Highway 39 through the City of Estevan BIF Costs

Project 5.1 – Evaluation

Project 5.1 consists of a Retrospective Evaluation of the Border Infrastructure Fund program.

Project Status

All projects approved under the BIF program have been completed, and the retrospective evaluation of the program was untaken by AECOM Canada Ltd. A copy of the executive summary can be found in Appendix F. The Contract Authorization for the evaluation is listed in Table 14 below.

Table 14: Retrospective Evaluation – Contract Authorization

Contract Authorization	Start Date	Completion Date	Estimated Project Cost	Material Supplied/Work Completed by Saskatchewan	Contractor
PE097707	Jan 6, 2010	March 31, 2010	$17,850	Retrospective Evaluation of BIF Program	AECOM Canada Ltd.

Environmental Issues

This project was a program evaluation and as such there are no environmental issues.

Financial Summary

A financial summary for the BIF Retrospective Evaluation is outlined in Table 15. The project was completed in 2009-10 at a cost of $17,850.

Table 15: Resurfacing through the City of Estevan – Schedule B Summary

Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Total Actual Expenditures to March 31, 2009	2009-10 Forecasted Expenditures	2009-10** Actual Claims	2010-11 Forecasted Expenditures
		Federal	Provincial				
$17,850	$17,500	$8,750	$8,750	$0	$17,500	$17,500	$0

* *Saskatchewan has incurred sufficient costs in 2009-10 on BIF project 5.1 to claim the contract balance of $17,500. However since the reports (financial audit and annual) were not completed by March 31, 2010, an accrual of $8,750 (federal share) has been set up by Transport Canada in the form of Payment-at-Year-End (PAYE) and being held back, to be paid out during 2010-11 when the program has concluded.

Expected Results

The resurfacing projects completed under the Canada-Saskatchewan BIF agreement will increase the efficiency and functionality of the transportation system along Highway 39 leading to the Canada – United States international gateway at North Portal.[13] These projects are also expected to improve public perception and safety.

A MicroBENCOST analysis performed on the areas targeted for improvement indicated that fuel consumption would be reduced by 2.1 million litres and carbon monoxide emissions will be reduced by 23,000 kg over the 20 year analysis period. These reductions will contribute to the environmental sustainability of Saskatchewan's transportation system. These projects are also expected to reduce road user costs such as vehicle operating costs, and increase delay savings by $8.6 million over the same analysis period.

The North Portal BIF projects will enhance the movement of people and freight on Highway 39 leading to North Portal. Information on commercial vehicles, carriers, and drivers will be accessible through linkage with the Commercial Vehicle Safety Alliance (CVSA) Inspection Information System for Saskatchewan, as well as the National Safety Code (Canada, U.S. and Mexico) inspection information and carrier profiles. This will improve the flow of commercial vehicles and reduce time delays, as trucks will be stopped only once for a major safety inspection. Improvements to the CPR overpass on Highway 39 will allow for the efficient movement of commodities by eliminating the need for special permits for overweight vehicles. Recent improvements to the North Portal truck inspection parking reduced congestion and improved northbound traffic flow at the border by allowing truck traffic to park adjacent to Highway 39.

Retrospective evaluation report provides detailed analysis of the benefits of the BIF projects. The report was completed during the 2009-10 fiscal year.

[13] Canada – Saskatchewan Agreement on the Saskatchewan North Portal Border Project (2005), Section 2.2.

6. Communications Activities

Schedule A of the BIF agreement stipulates that Canada and Saskatchewan "carry out joint communications activities and products that will promote opportunities to communicate with the public in an open, transparent, effective and proactive manner, using appropriate, ongoing, consistent public information material acknowledging the Parties' contributions." There has not been any major communications events in association with the Canada – Saskatchewan BIF Agreement, but a number of news releases have been provided to the media and public. Table 16 below contains a summary of events and news releases. There has not been any news concerning the Canada-Saskatchewan BIF agreement released in the 2009-10 fiscal year.

Table 16: Communications Activities

Date	Event	Party
March 5, 2003	Announcement of Canada – Saskatchewan BIF Agreement	Canada and Saskatchewan
March 3, 2004	News release for improving highways in the Weyburn/Estevan area	Canada and Saskatchewan
June 7, 2004	News release for improving Highway 47 near Estevan	Canada and Saskatchewan
August 30, 2004	News release for improving Highway 39 north of the U.S. border	Canada and Saskatchewan
March 15, 2005	News release for improving highways in the Weyburn/Estevan area	Canada and Saskatchewan
May 24, 2005	News release for improvements to 4th Street in Estevan	Canada, Saskatchewan, and Estevan
June 29, 2005	News release for improvements to Highway 39 near Estevan	Canada and Saskatchewan

7. At the Border

Enhancing Safety

One of the main objectives of the BIF program is to enhance the safety of people moving between Canada and the U.S. The security of drivers and their vehicles has been improved by a communications infrastructure that allows compliance officers throughout Saskatchewan to view safety inspection data and ticket charges entered by other officers. Upgrades to the Estevan scale site as part of project component 1.0 will help to strengthen safety and security at the border, and supports the Smart Borders Action Plan.

BIF has been a large rehabilitation program, preserving entire roadways and ensuring the public's safety. An important issue has been pavement roughness, which gives way to "driver overload". Driver overload occurs when too much of the driver's attention is used to avoid ruts and potholes. Smooth roads help to reduce accidents caused by driver error, ensuring the safety of travellers. In fact, "the North Portal BIF program will result in $197,000 in reduced accident costs"[14]
Other safety measures have been taken to ensure driver's safety on the newly updated roadways. These include "consolidating access points to reduce conflict points, correcting geometric deficiencies such as curves and sight distances, addressing emergent traffic generators by considering intersection treatments, and adding shoulder rumble strips to warn drivers they are nearing the edge of the roadway."[15]

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[14] North Portal Program Proposal Draft - Border Infrastructure Fund (2005), p. 16, Saskatchewan Highways and Transportation.
[15] North Portal Program Proposal Draft - Border Infrastructure Fund (2005), p. 19, Saskatchewan Highways and Transportation.

Coordination with Border Network

The Prairie Region's economy is largely dependent on trade relations with the U.S., focusing attention on border crossing infrastructure. Currently, North Portal is Saskatchewan's only border crossing open to both passenger and commercial vehicles. One of the key goals of the BIF projects has been to ensure enhanced access to the U.S. market. The improvement projects on Highway 39 have built upon the recently completed and ongoing partnership work in the area. North Dakota is presently completing construction work along Highway 52, which will improve access to the Portal/North Portal border crossing.

8. Risk Assessment

The Risk Assessment for the Highway 39 BIF projects considered factors which affect the scope, schedule and budget of these projects. Factors that could cause the project budgets to escalate include fuel prices, environmental problems and haul distance for quality aggregate. Factors that could cause these projects to be completed late include weather and contractor capacity. All projects were completed in 2009 before the agreement end date.

The uncertainty in the volatile fuel market is one component which continues to cause project costs to increase. Contractors must bid in risk associated with higher fuel costs which will influence future bids for earth excavation and haul. The large equipment required to haul, shape and compact a road embankment use large quantities of diesel fuel. The Ministry implemented fuel adjustments to reduce contractor risk and thereby reduced overall project costs.

Environmental issues can significantly impact project costs. However, for the projects completed thus far, the environmental risks are very low as the Ministry is resurfacing an existing highway and utilizing aggregate from established gravel pits.

Quality aggregate is rare in the south eastern part of Saskatchewan. Potential rock deposits have been rejected because of iron stone and shale content which is not desirable when used in asphalt concrete mixes. One of the gravel pits used for the Highway 39 project had high levels of iron stone. To reduce risks associated with iron stone the highway was flushed with high float oil a year after construction to seal up most of the pop outs (90% to 95% of pop out will occur during the first year). Other risks associated with this project include cost increases due to underestimating the volume and quality of the aggregate sources. Efforts are continuing to minimize this risk through prospecting and drilling for new aggregate sources.

9. Summary of Expenditures

Table 17 (p. 17) details expenditures in the Canada – Saskatchewan BIF Agreement to the end of the 2009-10 fiscal year. The table also shows that all funds available under the program have been expended in accordance with each contract authorization as approved by the Management Committee on Schedule B, Revision 8.

10. Annual Audit

The Canada – Saskatchewan BIF program was audited for all expenditures up to March 31, 2010 by the Saskatchewan Provincial Auditor. The audit was a requirement of Clause 5.2 of the Canada – Saskatchewan BIF Agreement. The audit report is attached as Appendix D.

Table 17: Canada-Saskatchewan Border Infrastructure Fund – Detailed Expenditures 2009-10

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date*	2009-10 Expenditures Claimed to Date**	Total Claimed To Date	Shared Claim Amount (50%)	Contract Balance
1.1	Rehabilitation - North Portal to Roche Percee	PH037111	2,110,129	2,101,929	8,200	-	-	-	2,110,129	1,055,065	
			2,110,129	2,101,929	8,200	-	-	-	2,110,129	1,055,065	0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date*	2009-10 Expenditures Claimed to Date**	Total Claimed To Date	Shared Claim Amount (50%)	Contract Balance
1.2	Rehabilitation - Roche Percee to City of Estevan	PH037112	1,845,907	1,761,142	84,765	-	-	-	1,845,907	922,954	
			1,845,907	1,761,142	84,765	-	-	-	1,845,907	922,954	0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date*	2009-10 Expenditures Claimed to Date**	Total Claimed To Date	Shared Claim Amount (50%)	Contract Balance
1.3	Upgrade to Estevan Scale Site on Highway 39	0380330LUA	37,200	-	-	37,300	-	-	37,200	18,600	
			37,200	-	-	37,300	-	-	37,200	18,600	0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date*	2009-10 Expenditures Claimed to Date**	Total Claimed to Date	Shared Claim Amount (50%)	Contract Balance
2.1	Lusear Coal Haul Road and CPR Overpasses										
	Strengthening of Highway 39 CPR Overpass	622314	1,729,643	-	-	-	1,727,043	2,500	1,729,643	864,772	
	Strengthening of Highway 39 Lusear Coal Overpass	X02070221A0	400,000			-	400,000	-	400,000	200,000	
			2,129,643	-	-	-	2,127,043	2,500	2,129,643	1,064,772	0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date*	2009-10 Expenditures Claimed to Date**	Total Claimed To Date	Shared Claim Amount (50%)	Contract Balance
3.1	Rehabilitation Highway 39 Between Macoun and Midale	PH047111	2,326,082	-	50,264	2,172,330	102,488	-	2,326,082	1,163,041	
			2,326,082	-	50,264	2,172,330	102,488	-	2,326,082	1,163,041	0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date*	2009-10 Expenditures Claimed to Date**	Total Claimed To Date	Shared Claim Amount (50%)	Contract Balance
4.1	Rehabilitation Highway 39 Connector Through City of Estevan (SPP057103)	City of Estevan SPP057103	1,534,639	-	-	920,372	614,267	-	1,534,639	767,320	
			1,534,639	-	-	920,372	614,267	-	1,534,639	767,320	0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date*	2009-10 Expenditures Claimed to Date**	Total Claimed To Date	Shared Claim Amount (50%)	Contract Balance
5.1	Retrospective Evaluation	PE097707	17,500	-	-	-	-	17,500	17,500	8,750	
			17,500	-	-	-	-	17,500	17,500	8,750	0
	Program Total		10,000,000	3,863,071	143,229	3,129,902	2,843,798	20,000	10,000,000	5,000,000	0

* Saskatchewan reallocated $2,500 in funding from project 5.1 to project 2.1. Sufficient eligible costs were incurred in 2009-10 to claim the project 2.1 contract balance of $2,500 and the project 5.1 contract balance of $17,500.
Saskatchewan had not provided the final reports for the program prior to March 31, 2010. Since the reports were incomplete, accruals totalling $120,000 (2008-09 - $100,000) were set up and will be claimed in 2010-11 once the final reports have been approved by Canada.

APPENDIX A

MANAGEMENT COMMITTEE AGENDAS AND MEETING MINUTES

AGENDA
Canada-Saskatchewan
BIF Management Committee Meeting No. 9
November 2, 2009 @ 11:00 am CST
Saskatchewan Highways & Infrastructure
12th Floor Central Boardroom, 1855 Victoria Avenue
Regina, Saskatchewan

1.0 Opening Remarks

2.0 Administrative Details
- 2.1 Note Taker
- 2.2 Approval of previous minutes

3.0 BIF Program Management/Project Status
- 3.1 Discussion on Draft of Schedule B.2 (Revision 7)
- 3.2 Update on projects
- 3.3 Outstanding Solemn Declarations/Claims
- 3.4 Financial Audit/2008-09 Annual Report
- 3.5 Retrospective Evaluation

4.0 Next Meeting

Canada - Saskatchewan
Border Infrastructure Fund (BIF)
Management Committee Meeting (MC)
Meeting No. 9

Date:
November 2, 2009
Location:
12th Fl, 1855 Victoria Ave.

Note taker: Jennifer Hval

Attendees: David Stearns – Provincial Co-Chair – Ministry of Highways and Infrastructure
Jay Heuchert – Ministry of Highways and Infrastructure
Chris Fuchs – Ministry of Highways and Infrastructure
James Clarkin – Federal Co-Chair – Transport Canada
Mohammad Tayyaran – Project Manager – Transport Canada
Ryan Phillips – Project Officer – Transport Canada

Record of Discussions

1.0 Opening Remarks

Summary: Welcome to the ninth Agreement Management Committee (AMC) meeting for the Canada – Saskatchewan BIF Agreement.

Action items: N/A	**Person responsible:**	**Deadline:**

2.0 Administrative Details

2.1 Note Taker: Jennifer Hval

Action items: Circulate minutes.	**Person responsible:**	**Deadline:**

2.2 Approval of Previous Meeting Minutes

Summary: Minutes from previous MC meeting approved.

Action items: N/A	**Person responsible:**	**Deadline:**

3.0 BIF Program Management

3.1 Review of Draft Schedule B.2 - Revision 7

Summary: The cash flow for the retrospective evaluation appeared under both 2009-10 and 2010-11 fiscal years, and should only appear for 2009-10. Ensure federal and provincial contributions are equal – federal cap is $5M.

Action items: Adjust Schedule B.2 and submit through HCoMs for approval.	**Person responsible:**	**Deadline:**
	Jay Heuchert	

3.2 Update on projects		
Summary: All projects are complete.		
Action items: N/A	**Person responsible**:	**Deadline**:
3.3 Outstanding Solemn Declarations/Claims		
Summary: Nothing outstanding		
Action items: N/A	**Person responsible**:	**Deadline**:
3.4 Financial Audit/2008-09 Annual Report		
Summary: Approved		
Action items: N/A	**Person responsible**:	**Deadline**:
3.5 Retrospective Evaluation		
Summary: Outstanding		
Action items: Dave Stearns will follow up on the BIF retrospective evaluation report and get it finalized.	**Person responsible**:	**Deadline**:
	Dave Stearns	**Dec 24, 2009**
4.0 Next Meeting		
Summary: Next meeting date will be in February 2010.		

AGENDA
Canada-Saskatchewan
BIF Management Committee Meeting No. 10
February 16, 2010 @ 1:00 pm CST
Saskatchewan Highways & Infrastructure
12th Floor DM's Boardroom, 1855 Victoria Avenue
Regina, Saskatchewan

5.0 Opening Remarks

6.0 Administrative Details

- 6.1 Note Taker
- 6.2 Approval of previous minutes

7.0 BIF Program Management and Program Wrap Up

- 7.1 Schedule B.2 (Revision 7) has been approved
- 7.2 Retrospective Evaluation – update
- 7.3 2009-10 Claim
- 7.4 2009-10 Financial Audit
- 7.5 2009-10 Annual Report
- 7.6 Next Steps
  - 7.6.1 Request for Final Payment
  - 7.6.2 Final Adjustment

8.0 Next Meeting

Canada - Saskatchewan
Border Infrastructure Fund (BIF)
Management Committee Meeting (MC)
Meeting No. 10

Date:
February 16, 2010
Location:
Teleconference

Note taker: Jay Heuchert

Attendees: David Stearns – Provincial Co-Chair – Ministry of Highways and Infrastructure
Jay Heuchert – Ministry of Highways and Infrastructure
Jen Ehrmantraut – Ministry of Highways and Infrastructure
James Clarkin – Federal Co-Chair – Transport Canada
Mo Tayyaran – Project Manager – Transport Canada

Record of Discussions

1.0 Opening Remarks

Summary: Mo welcomed everyone to the tenth Agreement Management Committee (AMC) meeting for the Canada – Saskatchewan BIF Agreement.

Action items: N/A	**Person responsible:**	**Deadline:**

2.0 Administrative Details

2.1 Note Taker: Jay Heuchert

Action items: N/A	**Person responsible:**	**Deadline:**

2.2 Approval of Previous Meeting Minutes

Summary: Action items from the previous meeting have been dealt with. Minutes from previous MC meeting were approved.

Action items: N/A	**Person responsible:**	**Deadline:**

3.0 BIF Program Management & Program Wrap up

3.1 Review of Schedule B.2 - Revision 7

Summary: Schedule B.2 Revision 7 has been approved, no further changes are required.

Action items: N/A	**Person responsible:**	**Deadline:**

3.2 Retrospective Evaluation

Summary: AECON is working on the retrospective evaluation, and are targeting the end of February for the 1st draft. We can set up accruals based on the draft report. A copy of the draft report will be sent to TC.		
Action items: Send a copy of the draft Retrospective Evaluation Report to TC once it has been received.	**Person responsible**:	**Deadline**:
	Dave	

APPENDIX B

SCHEDULE B
REVISIONS 7&8

Canada-Saskatchewan Agreement on Saskatchewan North Portal Border Project.

Canada / Saskatchewan

Agreement Start Date: 2003/03/05 Agreement End Date: 2010/03/31

PROJECTS TO BE UNDERTAKEN THROUGH THIS AGREEMENT:

Project No.	Project Description	Estimated Total Project Cost $	Project Contributions									
			Contributor	Shared Project Costs $	Shared Project Costs %	Previous Claims $	2009/2010 $	2010/2011 (c1) $	2011/2012 (c2) $	$	$	Future Expenditures $
1.0	**Hwy 39 from North Portal to Estevan**											
1.1	**Rehabilitation - North Portal to Roche Percee** EA: Not Applicable Rehabilitation of Highway 39 from North Portal to Roche Percee (km 0.0 on Control Section 39-01 to km 18.25 on Control Section 39-01) including, but not limited to, planning and evaluation for the program, boder and security improvements.	2,678,700.00	Canada	1,055,065.00	50.0	1,055,065.00	0	0	0	0	0	0
			SK	1,055,064.00	50.0	1,055,064.00	0	0	0	0	0	0
			TOTALS	**2,110,129.00**	**100.0**	**2,110,129.00**	**0**	**0**	**0**	**0**	**0**	**0**
1.2	**Rehabilitation - Roche Percee to City of Estevan** EA: Not Applicable Rehabilitation of Highway 39 from Roche Percee to the City of Estevan SE Maintenance Limits (km 18.25 on Control Section 39-01 to km 9.54 on Control Section 39-02) including, but not limited to, planning and evaluation for the program, border and security improvements.	2,410,100.00	Canada	922,954.00	50.0	922,954.00	0	0	0	0	0	0
			SK	922,953.00	50.0	922,953.00	0	0	0	0	0	0
			TOTALS	**1,845,907.00**	**100.0**	**1,845,907.00**	**0**	**0**	**0**	**0**	**0**	**0**
1.3	**Upgrade to Estevan Scale Site on Highway 39** EA: Not Applicable This project is part of the border and security improvements along Highway 39. It includes the installation of computer software, digital display boards, Norac weigh software used for the capture and sharing of data to monitor commercial vehicles crossing the border.	37,200.00	Canada	18,600.00	50.0	18,600.00	0	0	0	0	0	0
			SK	18,600.00	50.0	18,600.00	0	0	0	0	0	0
			TOTALS	**37,200.00**	**100.0**	**37,200.00**	**0**	**0**	**0**	**0**	**0**	**0**
	PROJECT 1.0 Subtotals		Canada	1,996,619.00	**50.0**	1,996,619.00	0	0	0	0	0	0
			SK	1,996,617.00	**50.0**	1,996,617.00	0	0	0	0	0	0

Fiscal Year refers to federal government fiscal year, a 12-month period from April 1st to March 31st

Canada-Saskatchewan Agreement on Saskatchewan North Portal Border Project.

Canada / Saskatchewan

Agreement Start Date: 2003/03/05 **Agreement End Date: 2010/03/31**

Project No.	Project Description	Estimated Total Project Cost	Project Contributions									
			Contributor	Shared Project Costs		Previous Claims	2009/2010	2010/2011 (c1)	2011/2012 (c2)			Future Expenditures
		$		$	%	$	$	$	$	$	$	$
		5,126,000.00	TOTALS	3,993,236.00	100.0	3,993,236.00	0	0	0	0	0	0
2.0	Luscar Coal Haul Road and CPR Overpasses											
2.1	Luscar Coal Haul Road and CPR Overpasses											
	EA: Not Applicable											
	Strengthening Hwy 39 Luscar Coal Haul Road Overpass (Control Section 39-02) and Hwy 39 CPR Overpass (Control Section 39-02) including, but not limited to, analysis and design		Canada	1,064,771.08	50.0	1,063,520.51	1,250.57	0	0	0	0	0
			SK	1,064,772.09	50.0	1,063,521.49	1,250.60	0	0	0	0	0
		2,240,200.00	TOTALS	2,129,543.17	100.0	2,127,042.00	2,501.17	0	0	0	0	0
	PROJECT 2.0 Subtotals		Canada	1,064,771.08	50.0	1,063,520.51	1,250.57	0	0	0	0	0
			SK	1,064,772.09	50.0	1,063,521.49	1,250.60	0	0	0	0	0
		2,240,200.00	TOTALS	2,129,543.17	100.0	2,127,042.00	2,501.17	0	0	0	0	0
3.0	Hwy 39 between Macoun and Midale											
3.1	Hwy 39 between Macoun and Midale											
	EA: Not Applicable											
	Rehabilitation of Highway 39 from km 28.57 to km 41.44. (Control Section 39-03) including, but not limited to safety enhancements, lighting, alignment of intersecting roads as required for rehabilitation		Canada	1,162,541.00	50.0	1,162,541.00	0	0	0	0	0	0
			SK	1,162,541.00	50.0	1,162,541.00	0	0	0	0	0	0
		3,210,800.00	TOTALS	2,325,082.00	100.0	2,325,082.00	0	0	0	0	0	0
	PROJECT 3.0 Subtotals		Canada	1,162,541.00	50.0	1,162,541.00	0	0	0	0	0	0
			SK	1,162,541.00	50.0	1,162,541.00	0	0	0	0	0	0
		3,210,800.00	TOTALS	2,325,082.00	100.0	2,325,082.00	0	0	0	0	0	0

Canada-Saskatchewan Agreement on Saskatchewan North Portal Border Project.

Canada / Saskatchewan

Agreement Start Date: 2003/03/05 **Agreement End Date: 2010/03/31**

Project No.	Project Description	Estimated Total Project Cost $	Project Contributions									
			Contributor	Shared Project Costs $	%	Previous Claims $	2009/2010 $	2010/2011 (c1) $	2011/2012 (c2) $	$	$	Future Expenditures $
4.0	**Hwy 39 Connector through City of Estevan**											
4.1	**Hwy 39 Connector through City of Estevan** EA: Not Applicable Rehabilitation of Hwy 39 Connector through Estevan from km 9.54 (Control Section 39-02) to km 0.51 (Control Section 39-03), including enhancements required for rehabilitation.		Canada	767,318.92	50.0	767,318.92	0	0	0	0	0	0
			SK	767,319.91	50.0	767,319.91	0	0	0	0	0	0
		1,534,700.00	TOTALS	1,534,638.83	100.0	1,534,638.83	0	0	0	0	0	0
	PROJECT 4.0 Subtotals		Canada	767,318.92	50.0	767,318.92	0	0	0	0	0	0
			SK	767,319.91	50.0	767,319.91	0	0	0	0	0	0
		1,534,700.00	TOTALS	1,534,638.83	100.0	1,534,638.83	0	0	0	0	0	0
5.0	**Evaluation**											
5.1	**Evaluation** EA: Not Applicable Retrospective analysis		Canada	8,750.00	50.0	0	8,750.00	0	0	0	0	0
			SK	8,750.00	50.0	0	8,750.00	0	0	0	0	0
		17,500.00	TOTALS	17,500.00	100.0	0	17,500.00	0	0	0	0	0
	PROJECT 5.0 Subtotals		Canada	8,750.00	50.0	0	8,750.00	0	0	0	0	0
			SK	8,750.00	50.0	0	8,750.00	0	0	0	0	0
		17,500.00	TOTALS	17,500.00	100.0	0	17,500.00	0	0	0	0	0

Fiscal Year refers to federal government fiscal year, a 12-month period from April 1st to March 31st

SCHEDULE B

Canada-Saskatchewan Agreement on Saskatchewan North Portal Border Project.

Canada / Saskatchewan

Agreement Start Date: 2003/03/05 Agreement End Date: 2010/03/31

Project No.	Project Description	Estimated Total Project Cost	Project Contributions									
			Contributor	Shared Project Costs		Previous Claims	2009/2010	2010/2011 (c1)	2011/2012 (c2)			Future Expenditures
		$		$	%	$	$	$	$	$	$	$
AGREEMENT TOTALS			Canada	5,000,000.00	50.0	4,989,999.43	10,000.57	0	0	0	0	0
			SK	5,000,000.00	50.0	4,989,999.40	10,000.60	0	0	0	0	0
		12,120,200.00	TOTALS	10,000,000.00	100.0	9,979,998.83	20,001.17	0	0	0	0	0

Approved by Management Committee

Canada				Saskatchewan			
	Date (YYYY-MM-DD)	Name (please print)	Signature		Date (YYYY-MM-DD)	Name (please print)	Signature

Fiscal Year refers to federal government fiscal year, a 12-month period from April 1st to March 31st.

Canada-Saskatchewan Agreement on Saskatchewan North Portal Border Project.

Canada / Saskatchewan

Agreement Start Date: 2003/03/05 Agreement End Date: 2010/03/31

PROJECTS TO BE UNDERTAKEN THROUGH THIS AGREEMENT:

Project No.	Project Description	Estimated Total Project Cost	Project Contributions									
			Contributor	Shared Project Costs		Previous Claims	2009/2010	2010/2011 (c1)	2011/2012 (c2)			Future Expenditures
		$		$	%	$	$	$	$	$	$	$
1.0	**Hwy 39 from North Portal to Estevan**											
1.1	**Rehabilitation - North Portal to Roche Percee** EA: Not Applicable Rehabilitation of Highway 39 from North Portal to Roche Percee (km 0.0 on Control Section 39-01 to km 18.25 on Control Section 39-01) including, but not limited to, planning and evaluation for the program, border and security improvements.	2,670,700.00	Canada	1,055,064.50	50.0	1,055,065.00	0	0	0	0	0	(.50)
			SK	1,055,064.50	50.0	1,055,064.00	0	0	0	0	0	.50
			TOTALS	**2,110,129.00**	**100.0**	**2,110,129.00**	**0**	**0**	**0**	**0**	**0**	**0**
1.2	**Rehabilitation - Roche Percee to City of Estevan** EA: Not Applicable Rehabilitation of Highway 39 from Roche Percee to the City of Estevan SE Maintenance Limits (km 18.25 on Control Section 39-01 to km 9.54 on Control Section 39-02) including, but not limited to, planning and evaluation for the program, border and security improvements.	2,410,100.00	Canada	922,953.50	50.0	922,954.00	0	0	0	0	0	(.50)
			SK	922,953.50	50.0	922,953.00	0	0	0	0	0	.50
			TOTALS	**1,845,907.00**	**100.0**	**1,845,907.00**	**0**	**0**	**0**	**0**	**0**	**0**
1.3	**Upgrade to Estevan Scale Site on Highway 39** EA: Not Applicable This project is part of the border and security improvements along Highway 39. It includes the installation of computer software, digital display boards, Norac weigh software used for the capture and sharing of data to monitor commercial vehicles crossing the border.	37,200.00	Canada	18,600.00	50.0	18,600.00	0	0	0	0	0	0
			SK	18,600.00	50.0	18,600.00	0	0	0	0	0	0
			TOTALS	**37,200.00**	**100.0**	**37,200.00**	**0**	**0**	**0**	**0**	**0**	**0**
	PROJECT 1.0 Subtotals		Canada	1,996,618.00	50.0	1,996,619.00	0	0	0	0	0	(1.00)
			SK	1,996,618.00	50.0	1,996,617.00	0	0	0	0	0	1.00

Fiscal Year refers to federal government fiscal year, a 12-month period from April 1st to March 31st

Canada-Saskatchewan Agreement on Saskatchewan North Portal Border Project.

Canada / Saskatchewan

Agreement Start Date: 2003/03/05 Agreement End Date: 2010/03/31

Project No.	Project Description	Estimated Total Project Cost	Project Contributions									
			Contributor	Shared Project Costs		Previous Claims	2009/2010	2010/2011 (c1)	2011/2012 (c2)			Future Expenditures
		$		$	%	$	$	$	$	$	$	$
		5,120,000.00	TOTALS	3,993,236.00	100.0	3,993,236.00	0	0	0	0	0	0
2.0	Luscar Coal Haul Road and CPR Overpasses											
2.1	Luscar Coal Haul Road and CPR Overpasses EA: Not Applicable Strengthening Hwy 39 Luscar Coal Haul Road Overpass (Control Section 39-02) and Hwy 39 CPR Overpass (Control Section 39-02) including, but not limited to, analysis and design		Canada	1,063,521.50	50.0	1,063,520.51	0	0	0	0	0	99
			SK	1,063,521.50	50.0	1,063,521.49	0	0	0	0	0	01
		2,240,200.00	TOTALS	2,127,043.00	100.0	2,127,042.00	0	0	0	0	0	1.00
	PROJECT 2.0 Subtotals		Canada	1,063,521.50	50.0	1,063,520.51	0	0	0	0	0	99
			SK	1,063,521.50	50.0	1,063,521.49	0	0	0	0	0	01
		2,240,200.00	TOTALS	2,127,043.00	100.0	2,127,042.00	0	0	0	0	0	1.00
3.0	Hwy 39 between Macoun and Midale											
3.1	Hwy 39 between Macoun and Midale EA: Not Applicable Rehabilitation of Highway 39 from km 28.57 to km 41.44. (Control Section 39-03) including, but not limited to safety enhancements, lighting, alignment of intersecting roads as required for rehabilitation.		Canada	1,162,541.00	50.0	1,162,541.00	0	0	0	0	0	0
			SK	1,162,541.00	50.0	1,162,541.00	0	0	0	0	0	0
		3,210,800.00	TOTALS	2,325,082.00	100.0	2,325,082.00	0	0	0	0	0	0
	PROJECT 3.0 Subtotals		Canada	1,162,541.00	50.0	1,162,541.00	0	0	0	0	0	0
			SK	1,162,541.00	50.0	1,162,541.00	0	0	0	0	0	0
		3,210,800.00	TOTALS	2,325,082.00	100.0	2,325,082.00	0	0	0	0	0	0

Canada-Saskatchewan Agreement on Saskatchewan North Portal Border Project.

Canada / Saskatchewan

Agreement Start Date: 2003/03/05 Agreement End Date: 2010/03/31

Project No.	Project Description	Estimated Total Project Cost $	Project Contributions									
			Contributor	Shared Project Costs $	Shared Project Costs %	Previous Claims $	2009/2010 $	2010/2011 (c1) $	2011/2012 (c2) $	$	$	Future Expenditures $
4.0	**Hwy 39 Connector through City of Estevan**											
4.1	**Hwy 39 Connector through City of Estevan** EA: Not Applicable Rehabilitation of Hwy 39 Connector through Estevan from km 9.54 (Control Section 39-02) to km 0.51 (Control Section 39-03), including enhancements required for rehabilitation	1,534,700.00	Canada	767,319.50	50.0	767,318.92	0	0	0	0	0	.58
			SK	767,319.50	50.0	767,319.91	0	0	0	0	0	(.41)
			TOTALS	**1,534,639.00**	**100.0**	**1,534,638.83**	**0**	**0**	**0**	**0**	**0**	**.17**
	PROJECT 4.0 Subtotals		Canada	767,319.50	**50.0**	767,318.92	0	0	0	0	0	.58
			SK	767,319.50	**50.0**	767,319.91	0	0	0	0	0	(.41)
		1,534,700.00	TOTALS	**1,534,639.00**	**100.0**	**1,534,638.83**	**0**	**0**	**0**	**0**	**0**	**.17**
5.0	**Evaluation**											
5.1	**Evaluation** EA: Not Applicable Retrospective analysis	25,000.00	Canada	10,000.00	50.0	0	10,000.00	0	0	0	0	0
			SK	10,000.00	50.0	0	10,000.00	0	0	0	0	0
			TOTALS	**20,000.00**	**100.0**	**0**	**20,000.00**	**0**	**0**	**0**	**0**	**0**
	PROJECT 5.0 Subtotals		Canada	10,000.00	**50.0**	0	10,000.00	0	0	0	0	0
			SK	10,000.00	**50.0**	0	10,000.00	0	0	0	0	0
		25,000.00	TOTALS	**20,000.00**	**100.0**	**0**	**20,000.00**	**0**	**0**	**0**	**0**	**0**

02

Fiscal Year refers to federal government fiscal year, a 12-month period from April 1st to March 31st

Canada-Saskatchewan Agreement on Saskatchewan North Portal Border Project.

Canada / Saskatchewan

Agreement Start Date: 2003/03/05 **Agreement End Date: 2010/03/31**

Project No.	Project Description	Estimated Total Project Cost	Project Contributions									
			Contributor	Shared Project Costs		Previous Claims	2009/2010	2010/2011 (c1)	2011/2012 (c2)			Future Expenditures
		$		$	%	$	$	$	$	$	$	$
AGREEMENT TOTALS			Canada	5,000,000.00	50.0	4,989,999.43	10,000.00	0	0	0	0	.57
			SK	5,000,000.00	50.0	4,989,999.40	10,000.00	0	0	0	0	.60
		12,136,780.00	TOTALS	10,000,000.00	100.0	9,979,998.83	20,000.00	0	0	0	0	1.17

Approved by Management Commitee

	Canada				Saskatchewan			
	Date (yyyy mm dd)	Name (please print)	Signature		Date (yyyy mm dd)	Name (please print)	Signature	

Fiscal Year refers to federal government fiscal year, a 12-month period from April 1st to March 31st

APPENDIX C

SITE VISITS CONDUCTED BY TRANSPORT CANADA

APPENDIX C

SITE VISITS CONDUCTED BY TRANSPORT CANADA

There was no BIF Site Visit for 2009-10

APPENDIX D

ANNUAL AUDIT REPORT

Provincial Auditor Saskatchewan

May 13, 2010

The Honourable J. Reiter
Minister of Highways and Infrastructure
Room 204, Legislative Building
REGINA, SK S4S 0B3

Dear Sir:

Re: Audit of schedules of Detailed Expenditures for various Canada – Saskatchewan Infrastructure-related agreements

We enclose the following schedules of detailed expenditures for the year ended March 31, 2010 for various Canada – Saskatchewan infrastructure agreements and our audit report thereon:

- Canada-Saskatchewan North Portal Border Project – Detailed Expenditures for the year ended March 31, 2010 under the Canada-Saskatchewan Agreement on the Saskatchewan North Portal Border Project
- Canada-Saskatchewan Agreement on the Twinning of Highways 1 & 16 Project - Detailed expenditures for the year ended March 31, 2010 under the Canada-Saskatchewan Agreement on the Twinning of Highways 1 & 16 Project

We understand that the Ministry plans to share these audited schedules with the Management Committee for the Border Infrastructure Fund Agreement and Agreement Steering Committee for the Agreement on Twinning of Highways 1 & 16 Project.

Yours truly,

Brian Atkinson, FCA
Acting Provincial Auditor

/dlw
Enclosure

cc: Mr. R. Penny, Deputy Minister, Ministry of Highways and Infrastructure
Mr. D. Stearns, Provincial Co-Chair, Canada – Saskatchewan Strategic Highways Infrastructure Program Steering Committee
Mr. T. Schmidt, Assistant Deputy Minister, Operations, Ministry of Highways and Infrastructure
Mr. G. Stamatinos, Assistant Deputy Minister, Policy and Programs Division, Ministry of Highways and Infrastructure
Mr. G. Diebel, Director, Finance and Administration Branch, Ministry of Highways and Infrastructure
Mr. J. Clarkin, Federal Co-Chair, Canada – Saskatchewan Strategic Highways Infrastructure Program Steering Committee
Ms J. Ehrmantraut, Acting Director, Corporate Support Branch, Ministry of Highways and Infrastructure
Ms J. Heuchert, External Program Administrator, Corporate Support Branch, Ministry of Highways and Infrastructure

MINISTRY OF HIGHWAYS AND INFRASTRUCTURE

CANADA-SASKATCHEWAN AGREEMENT ON THE SASKATCHEWAN NORTH PORTAL BORDER PROJECT

SCHEDULE OF DETAILED EXPENDITURES

For the Year Ended March 31, 2010

Provincial Auditor Saskatchewan

1500 Chateau Tower
1920 Broad Street
Regina, Saskatchewan
S4P 3V2

SASKATCHEWAN

Phone: (306) 787-6398
Fax: (306) 787-6383
Web site: www.auditor.sk.ca
Internet E-mail: info@auditor.sk.ca

AUDITOR'S REPORT

To the Minister of Highways and Infrastructure

At the request of the Ministry of Highways and Infrastructure (the Ministry), I have audited the Canada-Saskatchewan Agreement on the Saskatchewan North Portal Border Project – Detailed Expenditures for the year ended March 31, 2010 (schedule) under the Canada-Saskatchewan Agreement on the Saskatchewan North Portal Border Project (as defined in Schedule C of the agreement). This financial information is the responsibility of the management of the Ministry. My responsibility is to express an opinion on this financial information based on my audit.

I conducted my audit in accordance with Canadian generally accepted auditing standards. Those standards require that I plan and perform an audit to obtain reasonable assurance whether the financial information is free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial information. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall presentation of the financial information.

In my opinion, this schedule presents fairly, in all material respects, the detailed expenditures under the Canada-Saskatchewan Agreement on the Saskatchewan North Portal Border Project for the year ended March 31, 2010 in accordance with the provisions of Schedule C of that agreement.

Regina, Saskatchewan
May 12, 2010

Brian Atkinson, FCA
Acting Provincial Auditor

Canada - Saskatchewan Agreement On The Saskatchewan North Portal Border Project
Notes to the Schedule
For the year ended March 31, 2010

1. **Description of the Agreement**

   The purpose of the Canada - Saskatchewan Agreement on The Saskatchewan North Portal Border Project agreement between the Department of Highways and Transportation, Transport Canada and Infrastructure Canada is to jointly finance capital investments, highway construction, restoration and improvement work to the Highway 39 corridor situated in Saskatchewan to improve traffic flow as well as enhanced security and flow of trade between Canada and the United States.

2. **Summary of Accounting Policies**

   Expenditures

   Claims are recorded as they are submitted to Transport Canada for payment per HCOMS cut-off.

3. **2009-10 Expenditures Claimed to Date**

   Saskatchewan had not provided the final reports for the program prior to March 31, 2010. Since the reports were incomplete, accruals totalling $120,000 were set up and will be claimed in 2010-11 once the final reports have been approved by Canada.

APPENDIX E

AFFIDAVITS
FOR COMPLETED PROJECTS

SCHEDULE F

CANADA – SASKATCHEWAN
CANADA / SASKATCHEWAN - AGREEMENT ON THE SASKATCHEWAN NORTH PORTAL BORDER PROJECT
2003/04 – 2008/09

AFFIDAVIT

CANADA SASKATCHEWAN

In the matter of the implementation agreement of the CANADA-SASKATCHEWAN AGREMENT ON THE SASKATCHEWAN NORTH PORTAL BORDER PROJECT pursuant to the BORDER INFRASTRUCTURE FUND entered into between the Government of Canada, represented by the Minister of Transport of Canada, and the Government of Saskatchewan, represented by the Minister of Department of Highways and Transportation, Saskatchewan, on 5th day of March, 2003.

I, Howard Yea, a Registered Professional Engineer in Saskatchewan, declare as follows:

1. That I am the supervisor of the work designated by the Minister Highways and Infrastructure, Saskatchewan, and as such have knowledge of the matters set forth in this affidavit:

2. That the work identified as the Project Number 2.1 0622214 in Schedule B of the above-mentioned Agreement has been completed as described in Schedule B, Revision 5 dated on the 21st day of July 2008.

3. That the work:

   i. Was carried out by Westridge Construction Ltd., between the dates of May 1th, 2008 and August 1st, 2009;

   ii. Was supervised and inspected by qualified staff;

   iii. Conforms with the plans, specifications and other documentation for the work;

   iv. Conforms with applicable environmental legislation, and appropriate mitigation measures have been implemented; and

   v. Conforms with the traffic, construction and engineering guidelines as recognized by the Transportation Association of Canada (TAC) or any other provincially or territorially sanctioned guidelines approved by the Management Committee established under the above mentioned Agreement.

4. Declared at Regina, Saskatchewan, the 1st day of October, 2009.

Howard Yea, P.Eng.
Director Bridge Services

(witness name, title)
Jon Nelson
Bridge Design Manager

(SEAL)

SCHEDULE F

CANADA – SASKATCHEWAN
CANADA / SASKATCHEWAN - AGREEMENT ON THE SASKATCHEWAN NORTH PORTAL BORDER PROJECT
2003/04 – 2008/09

AFFIDAVIT

CANADA –SASKATCHEWAN

In the matter of the implementation agreement of the CANADA-SASKATCHEWAN AGREMENT ON THE SASKATCHEWAN NORTH PORTAL BORDER PROJECT pursuant to the BORDER INFRASTRUCTURE FUND entered into between the Government of Canada, represented by the Minister of Transport of Canada, and the Government of Saskatchewan, represented by the Minister of Department of Highways and Transportation, Saskatchewan, on 5th day of March, 2003.

I, Howard Yea, a Registered Professional Engineer in Saskatchewan, declare as follows:

1. That I am the supervisor of the work designated by the Minister Highways and Infrastructure, Saskatchewan, and as such have knowledge of the matters set forth in this affidavit;

2. That the work identified as the Project Number 2.1 X2070221A0 in Schedule B of the above-mentioned Agreement has been completed as described in Schedule B, Revision 5 dated on the 21st day of July 2008.

3. That the work:

   i. Was carried out by Saskcon Repairs Services, Souris Valley Paving, Fynn Waterproofing, and Wallace Construction Specialties between the dates of May 1, 2008 and July 10, 2009;

   ii. Was supervised and inspected by qualified staff;

   iii. Conforms with the plans, specifications and other documentation for the work;

   iv. Conforms with applicable environmental legislation, and appropriate mitigation measures have been implemented; and

   v. Conforms with the traffic, construction and engineering guidelines as recognized by the Transportation Association of Canada (TAC) or any other provincially or territorially sanctioned guidelines approved by the Management Committee established under the above mentioned Agreement.

4. Declared at Regina, Saskatchewan, the 1st day of October, 2009.

Howard Yea, P.Eng.
Director Bridge Services

(SEAL)

(witness name, title)
C. Cooper, Eng., P. Eng.
Bridge Design Engineer

APPENDIX F

EVALUATION
EXECUTIVE SUMMARY

AECOM

Ministry of Highways & Infrastructure

Border Infrastructure Fund (BIF) Retrospective Analysis – Final Report

Prepared by:

AECOM
183 – 1621 Albert Street
Regina, SK, Canada S4P 2S5
306 522 3266 tel
306 522 3277 fax
www.aecom.com

Project Number:
60147811

Date:
May 2010

Executive Summary

AECOM Canada Ltd. was commissioned by the Saskatchewan Ministry of Highways and Infrastructure (MHI) to complete the Border Infrastructure Fund (BIF) Retrospective Evaluation. This study includes an assessment of BIF funded infrastructure projects involving the National Highway System (NHS) in Saskatchewan.

The Border Infrastructure Fund was established to help reduce border congestion, expand infrastructure capacity over the medium term, co-ordinate with adjacent American border facilities, support the implementation of the Smart Border Action Plan, and enhance safety and security at border crossings.

The Government of Canada and Province of Saskatchewan signed the "Canada – Saskatchewan Agreement on the Saskatchewan North Portal Border Project" (Canada – Saskatchewan BIF Agreement) portion of the Border Infrastructure Fund (BIF) on May 11, 2005. The Canada – Saskatchewan BIF Agreement expired at the end of the 2008/2009 fiscal year, but federal approval was granted to extend the agreement to expire at the end of the 2009/2010 fiscal year.

This retrospective evaluation is required under the terms of the agreement, and involves a benefit-cost analysis of the individual infrastructure projects and to document the effectiveness of the projects funded under BIF.

Need for Improvement

Highway No. 39 is Saskatchewan's primary north-south export highway. The highway accommodates the vast majority of Saskatchewan's international traffic through North Portal, which is among Canada's busiest border crossings. Approximately $6 billion in trade and 100,000 trucks use the North Portal crossing each year. Highway No. 39 begins at the US border and terminates at Highway No. 1 just east of Moose Jaw, while connecting the major cities of Weyburn and Estevan.

Attention is being focused on border crossing infrastructure because of the dependence of the prairie region's economy on the U.S. market. Previous work done by MHI, the North Dakota Department of Transportation and Canada Customs has upgraded the Portal/North Portal border area, Highway No. 39 southbound lanes, and U.S. Route 52 through the town of Portal.

Further improvements leading to North Portal under the BIF will build upon the partnership work recently completed in the area, and help to ensure Saskatchewan's secure access to its largest export market. The development and maintenance of border infrastructure is a key component in sustaining and expanding Canada's economic and trade relationship with the United States. These projects will allow expanded capacity to move people and goods safely and efficiently across the border and throughout the province.

Rehabilitation of over 50 kilometres of Highway No. 39 between North Portal and Weyburn, including the strengthening of two overpasses, is part of the largest element of Saskatchewan's North Portal BIF program. A rehabilitation program of this size will have a large impact on public perception, safety, and user costs for travellers accessing North Portal.

Expected benefits from the pavement rehabilitation projects include:

- Pavement rehabilitation will substantially increase the service life and strength of the roadways
- Pavement roughness is also important, as it is the one pavement property that is most noticeable to the traveling public

- Road users will see vehicle operating cost and user travel time cost savings, which are functions of the roughness level as well as vehicle speed resulting from such roughness level
- In addition to the smoother pavement, trucks required to divert around the CPR and Luscar Haul Road overpasses will achieve travel time savings as a result of the bridge strengthening projects
- The pavement rehabilitation could also have an impact on improving safety by reducing delay, reducing the number of roadway hazards along a corridor (i.e. loose stones, pavement breaks, etc.) and minimizing the driver's propensity to divert his/her attention from the road, as it is more work avoiding ruts and other obstacles

Funded BIF Projects

A total of five projects were funded by BIF. The first four projects are roadway related projects, and the fifth project is related to scale improvements.

1. Pavement Rehabilitation on Highway No. 39 from the US border to Estevan

- This project consists of pavement rehabilitation on Highway No. 39 from North Portal at the US Border to the City of Estevan SE Maintenance Limits (km 0.0 on CS 39-01 to km 9.54 on CS 39-02) for a total of 36.47 kilometres.
- The total project cost was $5,088,800. The shareable project cost was determined to be $3,956,036, with BIF and Saskatchewan each contributing $1,978,018.

2. Strengthening the Highway No. 39 Luscar Coal Haul Road Overpass and Strengthening the Highway No. 39 CPR Overpass

- This project consists of strengthening the Luscar Haul Road and CPR overpasses on Highway No. 39 just east of the City of Estevan. The Luscar Haul Road overpass is located ATKM 2.96 on CS 39-02 and the CPR overpass is located approximately 6 kilometres to the west of the Luscar Haul Road overpass within the Estevan City limits.
- The total project cost was $2,240,200. The shareable project cost was determined to be $2,127,043, with BIF and Saskatchewan each contributing $1,063,521.50.

3. Rehabilitation of the Urban Highway Connector through Estevan

- This project consists of 2.80 kilometres of pavement rehabilitation of the Urban Highway Connector through Estevan from km 9.54 on CS 39-02 to km 0.51 on CS 39-03. The resurfacing was completed on Highway No.39 between Kensington Avenue and 15th Avenue.
- The shareable project cost between the Federal and Provincial governments was determined to be $1,534,639, with BIF and Saskatchewan each contributing $767,319. These are the costs reported in Schedule B.
- The total project cost was $2,302,050. This cost represents the actual total project construction cost and was divided three ways between the federal, provincial and local governments. As such, the shareable project cost in Schedule B was increased by an additional $767,350 (with this additional project cost contributed by the City of Estevan) to $2,302,050 for use in the MicroBENCOST analysis. The total cost was used in the benefit cost analysis as opposed to the cost funded by BIF as benefit cost analyses typically use societal costs as opposed to agency costs for the assessments.

4. Pavement Rehabilitation on Highway No. 39 from Macoun to Midale

- This project consists of pavement rehabilitation on Highway No. 39 from Macoun to Midale for a total of 12.87 kilometres on (CS 39-03 from km 28.57 to km 41.44).
- The total project cost was $3,210,800. The shareable project cost was determined to be $2,325,082 with BIF and Saskatchewan each contributing $1,162,541.

5. Upgrades to the Estevan Scale Site on Highway No. 39

- This project involved the installation of computer software, digital display boards and Norac weigh software used for the capture and sharing of data to monitor commercial vehicles crossing the border.
- The project was completed in the fiscal year 2005-2006. The total project cost was $37,200. The shareable project cost was also $37,200 with BIF and Saskatchewan each contributing $18,600. The contract was awarded to Norac Systems International Inc.
- The project includes communications infrastructure for Saskatchewan Highways and Transportation Transport Compliance enforcement. The communications infrastructure will allow linkage to the Commercial Vehicle Safety Alliance (CVSA) Inspection Information System for Saskatchewan, as well as access to the National Safety Code (Canada, U.S. and Mexico) inspection information, and carrier profiles. Information on commercial vehicles, carriers, and drivers will be accessible at the Estevan scale.
- This is not a roadway project, and cannot be evaluated on its own. The costs could be applied to the rehabilitation costs for project 1, but the benefits cannot be calculated. As such, the Scale Site improvements will not be included in the MicroBENCOST analysis.

Summary of Results

The following table provides an overall summary of the BIF projects located in Saskatchewan.

Summary of Roadway Projects Benefit-Cost Results

Infrastructure Projects Results	*US Border to Estevan*[1]	*CPR and Luscar Haul Road Overpasses*	*Through Estevan*[2]	*Macoun to Midale*	*Total*
Total Project Cost (Mill. $)	$5,126,000	$2,240,200	$2,302,020	$3,210,800	$12,879,020
Shareable Project Cost (Mill. $)	$3,993,236	$2,127,043	$1,534,639	$2,325,082	$9,980,000
SK Contribution to Project (Mill. $)	$1,996,618	$1,063,522	$767,320	$1,162,541	$4,990,000
BIF Contribution to Project (Mill. $)	$1,996,618	$1,063,522	$767,320	$1,162,541	$4,990,000
From MicroBENCOST Analysis:					
Total Discounted User Benefits (Mill. $)	13.298	0.081	4.561	6.504	24.444
Discounted Construction Cost (Mill. $)	5.089	2.240	2.302	3.211	12.842
Discounted Salvage Value (Mill. $)	0.712	0.337	0.323	0.449	1.821
Discounted Increase in Maint. and Rehab. (Mill. $)	-1.806	0.000	-0.139	-0.637	-2.582
Discounted Total Agency Costs (Mill. $)	2.571	1.903	1.841	2.124	8.439
Fuel Consumption Savings (Mill. l.)	1.506	-0.005	2.250	0.716	4.467
Carbon Monoxide Emission Reduction (Mill. Kg.)	0.023	0.000	0.059	0.010	0.092
Net Present Value (Mill. $) :	10.727	-1.822	2.721	4.380	16.006
Gross Benefit-Cost Ratio	5.173	0.043	2.478	3.062	2.897
Netted Benefit-Cost Ratio	3.108	0.187	2.182	2.364	2.246
Internal Rate of Return (Percent)	56.994	-0.001	26.497	31.961	-

The salient findings of the *BIF Retrospective Analysis* are presented below:

- As compared to the initial submissions, three of the four roadway projects assessed have proven to be economically justifiable projects. The only exception was the bridge strengthening project
- Different from the original proposal, the bridge strengthening project has not proven to be economically justifiable. The initial submission presented a benefit cost ratio of 8.3 and user benefits of $2.8 Million, while the retrospective analysis results are much lower. There are several reasons why the results are so different. One of the key reasons is the fact that the actual total project cost was $2.24 Million as compared to the expected total project cost of $700,000
- All of the infrastructure projects have provided time delay savings, and increase in productivity and efficiency by reducing vehicle operating costs
- All of the infrastructure projects have resulted in minimal environmental impacts
- All of the infrastructure projects have helped Saskatchewan to provide a better national highway system
- The total project cost of the BIF infrastructure projects is $12.9 Million, with the funds contributed through BIF accounting for $5 Million, or 38.7 percent of the total project cost
- Total user benefits are $24.4 Million
- The total net present value of the four roadway projects (excluding the border improvements) is estimated to be $16 Million, which yields an overall benefit-cost ratio of 2.2
- An internal rate of return for the entire project cannot be determined directly by combining the observed rates, but given that the netted benefit-cost ratio is above one, it can be concluded that the internal rate of return for the entire project is above 10 percent